

Shipping

KANGAROO DISPUTED TRASK IN COMMAND OF BIG LINER SONOMA

An "Australian" assuming to the command of the Oceanic liner Sonoma, a vessel flying the Stars and Stripes, while on the voyage from Sydney to Honolulu, proved one of several interesting features on the thirteen day voyage from the Antipodes to the Hawaiian Islands.

Captain J. H. Trask, a genial soul, withal, and one not prone to combat, nevertheless failed to fall in with the strange actions of the "passengers."

A few days after leaving Pago Pago one of three lively and husky kangaroos broke from the bondage of their cages, and then things began to happen on board the gallant liner.

Up to this time the invasion of Fatae Neptune, armed with trident, and stern visage had been the only incident to mar the even course pursued by the Sonoma and her jolly bunch of passengers.

On the fateful morning in question, Purser William H. McNulty, was at his usual task spreading good cheer among the little band of travelers, when he was nearly bowled over by the sudden impact from a swiftly moving object. A second glance showed a heavy set man in rapid movement, the individual being no other than Chief Steward Joe Carleton, closely followed by Dr. G. W. Clark.

Hasty inquiry failed to elicit an intelligent response, until in the office, loomed up a huge sprawling figure, which soon developed into a full fledged kangaroo. The animal in breaking from his captors, started out to make a personal inspection of the American boat. That the vessel met with all requirements was plainly indicated by the ease in which the long legged creature was pacified. Again a captor and led by Skipper Trask, Purser McNulty, Chief Officer Koughan and others, the wild and untamed aborigine was once more consigned to captivity in quarters in the cargo hold.

"For some minutes, it was hard to tell who was boss of this ship," declared Trask this morning.

"We had the best of weather from the time of leaving Sydney until we sighted the islands," stated Purser McNulty.

"Pago Pago festivities at the call of an Oceanic liner is to be a regular feature," also insisted "Mac." The Sonoma took right kindly to the Oceanic invasion. They have come forward with a printed announcement of a series of native dances at Pago Pago, near the American naval station. These prove of much interest to travelers.

Sonoma officers are famous for their abilities to serve as entertainers. Many were the dances and social sessions given on board during the voyage from colonies to Hawaii.

Neptune called as the Sonoma steamed across the Line on September 30th. Great were the stunts pulled off that day.

"We passed the United States gun boat Princeton, then three days out of Pago Pago en route to Sydney," reported Purser McNulty. "The vessel was proceeding to the New South Wales port for a cleaning and overhaul."

The Sonoma returns to Honolulu with forty-five passengers who for the most part are going through to San Francisco.

Seventy tons refrigerated meat and a quantity of general cargo are for discharge at Honolulu. The vessel will be supplied with several thousand cases of preserved pineapples, as well as generous shipments of bananas before proceeding to the coast at five o'clock this evening.

The through cargo includes a wide variety of Australian products.

The genial and ever obliging McNulty had a special package "wished" upon him before leaving the colonies. In the instance a large tin box holding a twelve inch centepede. The reptile is closely guarded and will not be encouraged in its efforts to escape. The creature is being forwarded to a New York museum. While the three kangaroos are to be given their liberty at one of San Francisco's parks.

Two large crates of Australian coconuts add to the general gaiety of the trip, many being gifted with speech while not at all times edifying, is nevertheless entertaining and enlivening.

Big Steamers For Panama Service.

Within the past few days four large new steamers have been ordered by the Royal Mail Steam Packet company and the vessels will be used for the proposed service of the company between Vancouver and the United Kingdom via the Panama Canal. Each of the vessels will be 650 feet in length and will be the last thing in modern ship construction through out.

It will be remembered that Mr. E. J. M. Nash, special representative of the Royal Mail Steam Packet company was a visitor at Puget Sound ports for the purpose of looking over the field with a view of reporting on prospects for Panama Canal business for the company.

Since his return to the United Kingdom the four new vessels have been ordered and it is claimed that they will be placed in the service from England to the north coast. When here he stated that the company would probably extend the Glen and Shire line from Liverpool to the Orient across the Pacific to this port to connect with the new service.

The newest vessel of the Royal Mail Steam Packet company's line is the Demerara, which is now en route from Liverpool to Brazil on her maiden voyage. She is one of five new steamers built for the company by Harland & Wolff of Belfast. She is of eleven thousand, five hundred tons and is 518 feet long.

One of the latest features of ship-building has been applied to the vessel and she will be built in the same class as the other new liners being built for the company. The engines are arranged on the "balanced" principle, which is said to eliminate all vibration.

The increase of tonnage of the Royal Mail line is continuing its remarkable career. In addition to two large steamers of 15,000 tons the company is building five more of 11,500 tons, and the four new ones ordered for the North Pacific service will be among the largest.

Matson Folder is Artistic.

From an artistic standpoint, the large new folder now being distributed by the Matson Navigation Company is a distinct success.

Freely illustrated by well-executed half tones, the literature sets forth the many good points concerning the liners Wilhelmina, Lurline and Honolulu. The volcano trip is splendidly featured, while side trips to scenic points on Maui, Hawaii and Oahu are by no means neglected in the letter press.

Complete information relating to the movement of all Matson steamers is presented in clear and concise form. A schedule of passenger tariffs is appended, which is destined to prove useful.

The outside cover of the folder is in colors, and a full-page illustration of a Hawaiian surf rider is shown with startling reality.

Maul Back From Hawaii.

The little steamer Noeau, from Kauai, was an arrival this morning, bringing 1400 sacks of rice and paddy for this port. The Noeau was taken quick dispatch, her cargo being removed and freight placed aboard in order that the vessel may sail for Kapaeha at 5 o'clock this evening.

The Claudine is on the berth to sail for Maui and Hawaii ports at 5 o'clock, taking passengers, late mails and lines of general cargo.

The steamer Maui has been scheduled to depart for Kohala, Laupahoehoe, Papaeha, Kukuiahae and Oahu tomorrow, with general cargo and mails.

Nineteen Chinese at \$50 a Head.

The Australian Commonwealth stands for no foolishness in the dealing with steamship companies in relation to the landing of stowaways. It is reported in shipping circles that Captain George of the steamer Empire has been removed from his command by the Eastern & Australian S. S. Co.'s officials for having stowaways aboard his vessel on her arrival at Melbourne from Hongkong on the last voyage to Australia. The fact remains that Captain McArthur is at present in command of the Empire.

According to the reports by the ship's officials, 19 Chinese stowaways were found on board the vessel after a thorough search, and that the company was fined 1900 pounds sterling or 100 pounds for each stowaway caught, and that they attributed the carelessness to Captain George.

Ban Placed on Amateur Wireless.

LOS ANGELES, Cal., Sept. 16.—Amateur wireless stations in Southern California will go out of commission within the next few days. R. V. Cakus, United States wireless inspector, arrived here this afternoon on the steamer George W. Elder and left for San Diego on the steamer this evening to begin the crusade and issue warnings to the amateurs.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Friday, Oct. 4.

PORT TOWNSEND — Arrived, Oct. 3, schr. Robert Lewers, hence Sept. 9.

SAN FRANCISCO — Arrived, Oct. 3, schr. Annie Johnson, from Mahukona, Sept. 8.

HONOLULU — Sailed, Oct. 4, schr. Defender for San Francisco.

MONTEREY — Arrived, Oct. 4, S. S. W. F. Herrin, hence Sept. 20.

S. S. SONOMA sails for San Francisco at 5 p. m. today.

Aerogram.

S. S. SIBERIA — Arrives from Yokohama Monday about noon.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept. 30	a. m. 6:57	p. m. 5:34	a. m. 1:34	p. m. 1:40	5:52	5:45	8:50	
1	7:23	6:15	—	—	3:25	5:52	5:44	9:42
2	7:51	6:40	—	—	3:52	5:53	5:43	10:41
3	8:20	7:10	1:07	6:24	4:24	5:53	5:42	11:41
4	8:50	7:40	1:34	6:50	4:51	5:54	5:41	—
5	9:20	8:10	2:01	7:16	5:18	5:54	5:40	0:50
6	9:50	8:40	2:28	7:42	5:45	5:54	5:40	1:53
7	10:20	9:10	2:55	8:08	6:12	5:54	5:40	2:56

Last quarter of the moon Oct. 30.

WEATHER TODAY

Temperature—6 a. m., 78; 8 a. m., 81; 10 a. m., 82; 12 noon, 82. Minimum last night, 73.

Wind—6 a. m., velocity 4, direction E.; 8 a. m., velocity 8, direction E.; 10 a. m., velocity 9, direction N.; 12 noon, velocity 13, direction N. Movement past 24 hours, 156 miles.

Barometer at 8 a. m., 29.93; dew-point at 8 a. m., 63; relative humidity, 8 a. m., 64; absolute humidity, 8 a. m., 7.216. Total rainfall during past 24 hours, 0.

ARRIVED

Thursday, October 3.

Aberdeen—Ludlow, Am. schr., p. m.

Friday, October 4.

Sydney, via Pago Pago—Sonoma, O. S. S. a. m.

DEPARTED

Thursday, October 3.

Japan and China—ports—Tenyo Maru, Jap. str., 5 p. m.

Kauai ports—W. G. Hall, str., 5:15 p. m.

Hilo—Wilhelmina, M. N. S. S. 5:30 p. m.

Mahukona and Kawaihae—Helene, str., 5 p. m.

PASSENGERS ARRIVED

Per O. S. S. Sonoma, from Sydney via Pago Pago.—Mr. and Mrs. Amis, Masters Amis (2), A. Blum, Mrs. A. Blum, James Bruskett, J. P. Couve, W. P. Clifford, Dr. K. Friedricks, Mr. and Mrs. Grinton, G. A. Gibbons, H. E. Holladay, G. M. Herron, E. Naaben, Mr. and Mrs. W. R. Hill, Miss M. Hill, Miss F. Hill, Miss T. Hill, M. Hill, Mrs. A. B. Jardine, Thos. Kerr, Rudolf Kranks, Mr. and Mrs. H. Kujath, Mr. and Mrs. W. J. G. Land, Miss Elsie McDonald, Miss Jean McDonald, Master McDonald, Mr. and Mrs. Victor Martin, Thos. Myles, Lester L. Melquand, T. C. Noonan, G. T. Norton, Mr. and Mrs. P. C. Peters, Mrs. Ritchie, Miss Barbara Ritchie, Mr. and Mrs. J. Smith, G. E. Thompson, Frank Wapaa.

PASSENGERS BOOKED

Per O. S. S. Sonoma, for San Francisco, Oct. 4: Mrs. Alma Ayer, Emil Berndt, E. Paxton Bishop, Mrs. Bishop, A. Brempton, Mrs. Raymond Brown, Miss Helen Brown, Geo. J. Buxton, Mrs. Buxton, E. J. Cowing, Mrs. Cowing, Mrs. T. H. Cox, J. A. Crawford, Mrs. J. A. Davis, Master Davis, Mrs. N. Davenport, Mrs. D. F. Davenport, R. M. Dwyer, Mrs. Dwyer, P. T. Evans, T. M. Finnimore, W. H. Fiske, Miss Ada Gee, John F. Hackfeld, J. Hackfeld, Jr., E. Harkins, Mrs. Celia Harkins, S. T. Hauser Jr., Mrs. Hauser, Mrs. M. A. Hubbard, Mrs. H. Hess, Mrs. W. H. Himmle, G. W. Jeffords, Mrs. J. M. Kepler, Master Kepler, D. Kihn, H. Kaiser, Mrs. Margaret Knightley, Mrs. A. Lewis, John Lewis, Mr. H. V. Murray, H. Nielsen, Mrs. Nielsen, Mrs. A. H. North, Miss Helen North, A. W. Robinson, Bob Robinson, Richard Schmidt, H. H. Scoville, Mrs. Oscar Sommers, W. M. Templeton, E. B. Thorning, Mrs. Thorning, Mrs. James Whitworth, Miss Amy Whitworth, W. E. Wall, John Waterhouse, Mrs. Waterhouse, Master John Waterhouse, Mrs. George Waterhouse, M. H. Webb, Mrs. Webb, G. C. Wilson, Duke Wilson.

Per str. Claudine, for Maui and Hawaii ports, Oct. 4.—E. E. Hannevad, D. B. Murdoch, Mrs. J. Cummings, Miss Ida Williams, Richard Quinn, Major Wooten, Miss L. Aroms, Mr. and Mrs. F. Delner, James D. Dougherty, C. D. M. Williams, E. H. Brown, Sister Helena, Sister Herest, Miss E. Jones, Sister Silvestra, Frank Dargoe, Master Ordway, Mrs. M. Howard, J. Hausmann, W. Knott, G. Hadley, Mr. and Mrs. E. Brown and daughter, Mrs. C. Bean, Mrs. M. Gonsalves, M. Mountcastle, Ed. Fernandez, Mr. and Mrs. T. Sato, Joe Hinan, F. M. Correa, Mr. and Mrs. Nahaalelua and three children, H. Hamamoto, S. Doi, Otto Hemling.

Per str. Mauna Kea, for Hilo direct, Oct. 5.—Miss M. Hutchen, James Gibb, George S. Waterhouse, Mrs. A. Guernsey.

Per str. Kinai, for Kauai ports, Oct. 8.—Paul Schmidt.

Per str. Mauna Loa, for Kona and Kauai ports, Oct. 11.—Mr. and Mrs. P. A. de la Nux.

Per str. Claudine, for Maui and Hawaii ports, Oct. 18.—Mr. and Mrs. H. P. Wood, R. K. Bonine.

Per U. S. A. T. Logan, from San Francisco, Oct. 12.—For Honolulu: Maj. J. A. Penn, First Infantry; Capt. R. McCleave, Second Infantry; Capt. J. H. Bryson, First Field Artillery; 1st Lieut. Kremers, Medical Corps; 2nd Lieut. Polhemus, Second Infantry; 2nd Lieut. Robertson, First Infantry; 2nd Lieut. Young, Fifth Cavalry; 2nd Lieut. Hineman, First Field Artillery; 2nd Lieut. Maxwell.

W. C. PEACOCK & CO., LTD.

FAMILY TRADE

WINE AND LIQUOR MERCHANTS Merchant, Near Fort

KONA TOBACCO CROP BURNS UP

(Continued from Page 1)

same building with the fermenting crop. We cannot tell just the extent of the damage, however, until the arrival of particulars by the Mauna Kea's mail tomorrow morning.

H. Hackfeld & Co. came to the aid of the Kona Tobacco Co. with financial backing a little over fourteen months ago. As was said at the time, the advent of the powerful corporation to the industry, by such support, assured every facility needed in demonstrating that the finest tobacco in the world for certain purposes can be grown here to perfection.

Advanced \$80,000.

By the terms of the transaction H. Hackfeld & Co., Ltd., advanced \$80,000 to the tobacco company with which to increase its acreage in the Kona district, erect new curing and fermenting houses and, generally, develop the industry to its highest possibilities. The loan was for four years at six per cent interest, the Kona Tobacco Co. agreeing to repay the money at the rate of \$20,000 a year out of the proceeds of the crops.

In return for this accommodation, the Hackfeld company obtained the sole right for ten years to act as the selling and financial agent for the Kona Tobacco Co., its commission for the first year being 2 1/2 per cent and for the rest of the term 5 per cent. At the time of the agreement the Kona Tobacco Co. had 250 acres of land suitable for tobacco, but only about 100 acres under cultivation. It was proposed to plant 150 acres the following year, and increase the planting for the 1913 crop to 200 acres.

Loss Based on Grades.

When the agreement was made the services of J. L. Daniels, an acknowledged tobacco expert, had been secured, and the company anticipated that, under his direction, the proportion of wrapper leaf to filler tobacco would be increased to eighty per cent wrapper and twenty per cent filler, where before the proportion was precisely the reverse. Wrapper then was quoted at \$1.25 to \$3.50 a pound, against about 25 cents a pound for filler tobacco. It will therefore be understood why the Hackfeld people are not prepared to state precisely what the loss from the fire is, not knowing the proportions of the different grades on hand when the disaster occurred.

It was originally intended to start a cigar factory for working up the company's tobacco in Honolulu, but within the past year the plan was changed so as to have the cigars made on the plantation. Some small lots of the cigars were put on the local market a few days ago, winning much favor from the smoking fraternity.

What the loss on the building is cannot be stated with certainty, but as it contained a good deal of lumber, which comes high landed in Kona and hauled to the site over a rough country, it will be a considerable item. Fortunately, the other houses of the outfit were built at safe distances from the fermenting house and from each other, else the loss in buildings might have been very great. There were something like fifteen curing barns on the place.

The loss, it is stated, falls on the Kona Tobacco Company.

Particulars of insurance.

There was \$25,000 insurance on the 1911 crop on an equal amount on the 1912 crop. In giving latest directions for placing the insurance, the management stipulated for \$8050 on the part of the 1911 crop in the fermenting house. B. von Damm, of Hackfeld's insurance department, said this afternoon that it was impossible to say how much of the 1911 crop was in the fermenting house at the time of the fire. Insurance on all of the buildings amounted to \$4500.

Manager Daniels is still on the mainland, where he went to market the 1912 crop. His son is in charge of the plantation as assistant manager.

MILITARY REVIEW

(Continued from Page 1)

lating General Macomb, the department commander, and Colonel McGunnegle, the post commander, on the appearance and personnel of the command.

No Notice Given.

The one regrettable feature of the review was that it was arranged on such short notice that the general public did not know of it in time to take advantage of it. Had it been known that infantry, artillery and cavalry would parade in full force, the Lihale plain would surely have been dotted with automobiles and carriages, and there would have been a large attendance of Honolulu people interested in military matters on the island. Local snapshot and motion picture photographers expressed themselves as keenly disappointed that they were not on the ground with their machines.

No such array of troops has ever been seen here before on one field, and as command and command marched past the reviewing stand, each with its own band, the result of the steady grind during the months of practical instruction now ending was most evident.

Past Society There.

But if Honolulu people unavoidably absented themselves from the review that was not the case with post society. Every auto in the county, and the number is now considerable, was parked by the reviewing point, and other army transportation was pressed into service by the feminine portion of the big garrison. The review was the spectacle of the season, and no one lost the chance of seeing it, even though the sight of men

marching under arms is familiar enough to army wives and daughters.

It took almost half an hour for the long column, representing the three arms of the service, to pass the reviewing point. Four regimental stands of the national colors stood by the line, and were saluted by officers and civilian spectators in the usual form. It was an impressive sight from the time the head of the column approached, until the mules of the machine gun platoon of the Fifth Cavalry, bringing up the rear of the column, went by for the last time.

After all the troops had passed the stand once at a walk, the infantry regiments were marched to one side, while the artillery and cavalry made a big swing across the plain and then came by at a smart trot to the accompanying rattle of caissons and jingle of accoutrements. Then the guns went the way of the infantry, while the cavalry made its third swing round the circle, and passed the reviewing point at a gallop. Troop after troop thundered by, the ground for once being almost dustless, owing to recent rains, so that the movement of men and horses could be watched plainly and without inconvenience. Schofield residents are so used to seeing life through a choking haze that they hardly knew how to adjust themselves to the new conditions.

Post Commander Entertains.

As a fitting close to the entertainment of the two secretaries, Colonel McGunnegle acted as the host to the distinguished visitors, the territorial officials present, the department commander and the field and staff officers of the post at a buffet luncheon, served in the airy sitting room of his pleasant quarters. The post commander occupies the old Jones ranch house, which he has fitted up into a delightful dwelling, and with a cool trade wind blowing through the rooms, some forty favored ones were given a taste of the sort of hospitality that has made the First Infantry famous throughout the service. Miss McGunnegle, daughter of the Colonel, and her friend, Miss Smith, did the honors, while several of the post matrons dispensed good things to eat and drink, and saw that everyone had a pleasant time.

Besides Secretary Knox and Secretary Fisher, others who came out from town to witness the review, and who afterwards enjoyed the post commander's hospitality, included Mrs. Knox and Mrs. Fisher, Governor and Mrs. Frear, Mr. and Mrs. E. A. Mott-Smith, Rear Admiral Reynolds, General Macomb, Mr. Rangford Miller, of the State Department, Major B. Frank Cheatham, chief quartermaster of the Department of Hawaii, Lieutenant Frank Andrews, General Macomb's aide, and Mr. Meyer, secretary to Secretary Fisher.

FISHER AND KNOX LEAVE

(Continued from Page 1)

selves as having enjoyed every minute of their stay in Hawaii.

"This has been a trip that I will never forget," said Secretary Knox. "Our stop here on the way to Japan was a pleasant break in the journey, although necessarily a brief one. Then, after the accomplishment of the sad mission that took me to Japan, this last stay in Hawaii has been everything that could be desired. It was a disappointment to Mrs. Knox and myself that we weren't able to visit the volcano, and if it had been very active at the present time, I should have made a greater effort to arrange it, but time passed, and we must hurry back to business."

"By the way," continued the Secretary, "we had a second-hand sight of the volcano last night, when motion pictures of it, taken by your local expert, were put on at the hotel for our benefit. And then I expect we'll hear all the details from Secretary Fisher for some time to come."

Secretary Walter L. Fisher also expressed his regrets at leaving so many new-found friends.

"Give my aloha to the people of Hawaii," he said. "I shall count my visit to the islands as among the most pleasant experiences of my life and shall never forget the hospitality of your citizens, the beauty of your well-named Paradise of the Pacific, and the hearty cooperation and good will I have encountered everywhere in my inquiry. The greatest regret Mrs. Fisher and I have is that we did not see your Kilaua in full, red bloom, and hope that our affairs will so shape themselves that we may come back some day, to see the volcano in action and to renew a host of friendships that we can never forget."

Probably the most distinguished game of golf ever played in the Territory, in point of participants, took place at the Links of the Country Club this morning. The game brought to a friendly climax the visit of Secretary of State Knox and Secretary of the Interior Fisher.

Governor Frear and Secretary Knox played against Secretary Fisher and Delegate Kubio, while Territorial Secretary E. A. Mott-Smith acted as umpire. The outcome, and the name of the winners could not be learned at a late hour this afternoon.

When news of the affair spread through the streets today it elicited much comment, and the pertinent query was raised as to whether or not it may be construed to mean that open hostility between the Territorial officials present has been dropped by mutual consent.

Someone suggested that if this were the case lawn tennis might have been a far more appropriate game, in which either the Prince or the Governor would have had an opportunity to win "love all," and the newspapers be given a better opportunity for puns.

B. VON DAMM, of H. Hackfeld & Co., Ltd., has been compelled, on account of the illness of Mr. Protehauer in Dresden, to postpone indefinitely his contemplated visit to Germany. He may go to San Francisco, however, to bring his family home.

Honolulu Star-Bulletin

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SCHOONER SEEKS REPAIRS HERE

Leaking, and in need of general repair, flying signals of distress, the American schooner Sophie Christenson, otherwise a staunch lumber carrier, typical of the Pacific trade, was towed into the Harbor of Honolulu at noon today, and was ordered to the quarantine wharf for a general fumigation.

Twenty-seven days from Papeete, retarded by days of calm, and seasons when but little wind favored the vessel in its voyage to the Hawaiian Islands, Captain A. O. Jansson briefly recounted some reasons for a slow passage.

The Sophie Christenson sailed from Seattle on April 27 with a large cargo of lumber destined for South America. The original destination of the vessel was fixed for Callao, Peru. On the way down the South American coast, the Sophie Christenson met with some nasty weather. The vessel lost some sails, and through the straining, a number of seams were opened. As the vessel made mate at what was considered a serious rate, the course was changed to what was believed to be the nearest port, and within a few weeks following the disaster the windjammer put into Papeete. Here the shipment of lumber was discharged. The vessel was in about the same plight as the American schooner Expansion, which also visited Honolulu from Tahiti.

The Sophie Christenson will be hauled on the local marine railway for a cleaning, recaulking and painting.

MATERIAL FOR PEARL HARBOR

Material to be used in the construction of improvements at Pearl Harbor, is to arrive here in large quantities in the bark Andrew Welch, now enroute from San Francisco and which vessel should reach here the middle part of the month.

At the agency of C. Brewer & Company, advices have been received to the effect that included among some of the heavy shipments forwarded to the islands in the American bark are 187,000 brick, 20,000 feet lumber, 2000 cases oil, 499 drums gasoline, 600 bales hay, 140 tons sand, 10,000 sacks cement, and a large amount of general merchandise.

The Andrew Welch is bringing six passengers to this port, including the following: Mrs. M. A. Knight, Mrs. Geo. L. Wolf, Miss Belle Sherman, John Vereker, E. S. Parker, L. Landsberger.

The steamer Maui was an arrival from Hawaii by way of the Maui ports this morning. A shipment of 80 cattle was the principal shipment to reach port in this vessel. The vessel met with fine weather on the homeward voyage. Two passengers arrived in the Maui.

It is claimed that water is not making its way into the vessel to an extent that would cause any unnecessary alarm, or effort upon the part of the crew to keep it down.

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